

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

50X1-HUM

COUNTRY	East Germany	REPORT	
SUBJECT	1. Koethen Airfield 2. Radar Installation	DATE DISTR.	25 November 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Aircraft Count

12 September:	13 MIG-15's
15 September:	12 MIG-15's
21 September:	9 MIG-15's
24-30 September:	18 MIG-15's

2. Flying Activity

a.	12 September:	2 p.m.	Two MIG-15's took off, flew in formation to the firing range near Aken and fired several bursts at ground targets. Returned to land at 7:30 p.m.
		2:45p.m.	Four MIG-15's took off, and practiced strafing on the Aken range, returning to land at 3:16 p.m.
		3:36p.m.	Three MIG-15's took off and carried out air-to-ground firing at the Aken range, returning to land at 4:05 p.m.
		4:40p.m.	Six MIG-15's took off at 30-second intervals and carried out formation flying at a height of between 4000 and 5000 meters in the Koethen area. They landed singly at 5:10 p.m.
b.	15 September:	3:13 p.m.	Eight MIG-15's took off at 20-second intervals, joined in formation over the airfield and flew away in the direction of Halle; they were not seen to return.

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STATE	ARMY	X	NAVY	X	AIR	EV	X	FBI		AEC			
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- c. 16 September: Between 9 p.m. Single MIG-15's took off at regular intervals and carried out night flying circuits, landing after between ten and twelve minutes.
17 September: and 1 a.m.
- d. 18 September: 9:30 to 11:59 p.m. Night flying by single MIG-15's took place during strong winds and heavy rain.
- e. 21 September: 8 p.m. to 1 a.m. Night flying took place. At 8 p.m., two MIG-15's took off in formation and flew for 30 minutes; after landing, the aircraft remained grounded for 20 minutes before taking off again in formation and flying for between 30 and 35 minutes. During this flying three searchlights mounted on trucks illuminated the runway.
- f. 26 September: 2 p.m. Two MIG-15's took off and circled above Koethen at a height of about 1500 meters, landing again at 2:35 p.m. These aircraft were fitted with tip tanks.
- g. 28 September 10 a.m. Nine MIG-15's took off at 30-second intervals, joined in above the airfield, and circled at a height of about 1000 meters. They landed at 10:50 a.m. These aircraft were fitted with tip tanks.
- 11:20 a.m. Six MIG-15's took off at 30-second intervals and joined in formation over the area between Koethen and Halle and landed at 12:10 p.m.
- 2 p.m. Nine MIG-15's took off at 30-second intervals and joined in formation over the airfield. Meanwhile, one MIG-15 towing a target took off and flew to a height of 1000 meters. At this height the aircraft released its target, and while the target was falling to the ground, the nine MIG-15's attacked it with machine gun fire. All aircraft were able to attack the target before it reached the ground. By 2:35 p.m. all aircraft had returned. The target was fitted with stiffening rings, thus remaining sufficiently inflated while in the air.

3. Personnel

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only about 400 of the former Koethen personnel are still on the airfield; the remaining 200 who are there (out of a total of 600) are from Altenburg and Merseburg airfields." of the airforce officers- i.e., pilots - very few "old Koethen personnel" remained on the field, the majority of operational pilots being from Altenburg and Merseburg.

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4. Assembly of Aircraft

[redacted] during the past 12 months all the crated aircraft arriving at Koethen airfield had been "made up of old sections". These used aircraft, probably overhauled, were in contrast to the crated MIG-15's which had been arriving at Koethen airfield up to a year ago. These latter were invariably new and in connection with these new aircraft [redacted] the new aircraft had been of a more modern type than those arriving currently.

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5.

6. Radar

Attached is a sketch showing a radar installation erected on the airfield during the period of observation. This installation has been erected alongside the knife-rest radar. During this period the knife-rest radar was observed while MIG-15's were in flight above and around the airfield, but was not seen to revolve or move. During flying and non-flying periods the knife-rest remained stationary, pointing WNW to ESE

Attachment: Sketch of radar installation.

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Appendix A

